

**PUBLIC WORKS AND
UTILITIES DEPARTMENT**



MEMORANDUM

Date: March 5, 2002

To: Planning Commission Members

Company/Department: City-County Planning Commission

From: Allan Abbott, Chair of MPO Technical Committee *allan
abbott*

Subject: Comments from the Lincoln Metropolitan Planning Organization
Technical Committee on the February 2, 2002, draft City-County
Comprehensive Plan and Long Range Transportation Plan
(LRTP)

Attached please find a report from the Lincoln Metropolitan Planning Organization (MPO) Technical Committee concerning the February 2, 2002, of the Lincoln City-Lancaster County Comprehensive Plan and Long Range Transportation Plan. The report presents the Committee's recommended changes to the draft Plan.

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Lincoln MPO Technical Committee Recommended Changes for the draft 2025 Lincoln-Lancaster Long Range Transportation Plan

The Lincoln Metropolitan Planning Organization (MPO) Technical Committee reviewed the **draft 2025 Lincoln-Lancaster Long Range Transportation Plan** and *Lincoln - Lancaster County Comprehensive Plan* on February 22, 2002. The Transportation element of these plans were approved with the following recommended changes.

Existing Transportation Conditions

Page E 55 Congestion Management Task Force: Implement Truck Route Study. The word “programmed” carries a slightly different meaning for each agency and the word *programmed* is recommended to be replaced with *determined*.

Future Transportation Conditions

Pedestrian

Page F 93 In order to maintain consistency in the plan, the term *pedestrian facilities plan* is recommended to be replaced with the term *Pedestrian Activities Centers Plan*.

Page F 94 The fourth Strategy under “Pedestrian Standards” is recommended to be changed from “*Develop a city-wide database of deficient pedestrian facilities....*” to “*Develop a city-wide database of all pedestrian facilities...*”

Page F 94 Add the following to the “Strategies: Pedestrian Standards” section to better define pedestrian level of service concepts.

- *The planning process is to develop standards that define pedestrian level of service concepts.*

Bicycle and Trails

Page F 95 Concern was expressed on the specificity in the Plan that requiring bike lanes to be “installed within one year of one year of Plan approval.” If the bike lanes were not installed within the one year time frame then the Long Range Transportation Plan (LRTP) may be in danger of being found in noncompliance.

The recommendation is to revise the language for the first bullet to read, “***Develop and implement a Downtown Bicycle Facilities plan. This plan shall include north-south and east-west bicycle facilities to be implemented early in the planning stages.***” The last bullet is recommended to read “***Identify at least one north-south and one east-west corridor to pilot a dedicated painted bike lane.***”

Lincoln MPO Technical Committee Recommended Changes for the draft 2025 Lincoln-Lancaster Long Range Transportation Plan

Public Transportation

Page F 98 Add a sentence to the first paragraph stating; *"Public transportation is an essential component of the transportation system and should be integrated with all other transportation modes."*

Future Street and Road Network

Page F102 Functional Classification. The recommended text changes on roadway functional classification definitions are to have one category which includes Interstate Freeway, Expressway and Principal Arterial. Two subcategories are to include; 1) Interstate, Freeway and Expressway and 2) Other Principal Arterial. (See attached)

Page F108 Additional Urban Area System Improvements. The recommendation is to remove the word city from the table's title to say, *Committed Projects and Proposed Projects*.

Page F109 Additional Urban Area System Improvements. The recommendation is to add the word "Study" in two project descriptions, 1) US 77 and Old Cheney Road as a *Overpass/Interchange/Study*, and 2) US 77 and Pioneers Blvd. as a *Overpass/Interchange/Study*.

Page F111 Right-of-Way Considerations. Add to the "Tiers I & II Right of Way" map the Acquisition Potential of 120' of ROW the one mile roadway segment of McKelvie Road from NW 12th Street to North 1st Street, and NW 12th Street, the one-half mile segment south of McKelvie Road.

Intelligent Transportation Systems

Page F 116 ITS Deployment Strategy. Add the bullet for functional areas to identify *Parking Location Availability*.

Note: Upon further review it was determined that "parking location availability" is included within another functional area category and therefore is already identified in the plan. Thus, this recommendation of the MPO Technical Committee may be disregarded.

The MPO Technical Committee recommended text changes on roadway functional classification (February 22, 2002).

Functional Classification

Roadways are classified based on the function they serve. All roadways fall under one of four broad categories: principal arterials, minor arterials, collectors or local streets.

"Arterials" are multiple use corridors that carry large volumes of through traffic. "Collectors" equally serve to carry traffic but also provide access to neighborhoods and abutting properties. "Local" streets primarily provide access to abutting properties. These three primary functional classifications may be further classified for design purposes. The following describes the functions of the various street classifications used in the Lincoln-Lancaster County transportation planning area:

- A. **Principal Arterials.** This functional class of street serves the major portion of through-traffic entering and leaving the urban area and is designed to carry the highest traffic volumes. These serve intra-area traffic such as between the CBD and outlying residential areas and traffic between major inner-city communities or suburban centers. Included in this class are fully controlled access facilities and partially controlled access facilities. The principal arterial system is stratified into the following two subsystems:
 - ☐ **Interstate Highway, Freeway and Expressway:** These are divided, limited access facilities with no direct land access. The freeway does not have at-grade crossings or intersections. The expressway is similar to freeway except it may have some cross streets that intersect at grade and access is be either full or partially controlled. Both the freeway and expressway are intended to provide the highest degree of mobility serving potentially large traffic volumes and long trip lengths.
 - ☐ **Other Principal Arterials.** This functional class of street serves the major portion of intercommunity and intracommunity traffic movement within the urban area and is designed to carry hight traffic volumes. For other principal arterials, the concept of service to abutting land is subordinate to serving major traffic movements. Facilities within this classification are capable of providing direct access to adjacent land but such service is to be incidental to the primary functional responsibility of of moving traffic within this system.
- B. **Minor Arterials.** This functional class serves trips of moderate length and offers a lower level of mobility than principal arterials. This class interconnects with, and augments principal arterials, distributes traffic to smaller areas, and contains streets that place some emphasis on land access. These are characterized by moderate to heavy traffic volumes.

- C. **Collector Streets.** These streets serve as a link between local streets and the arterial system. Collectors provide both access and traffic circulation within residential, commercial, and industrial areas. Moderate to low traffic volumes are characteristic of these streets.
- D. **Local Streets.** These are composed of all lower order facilities that essentially serve as a conduit between abutting properties and higher order streets. Local streets provide the lowest level of mobility and generally exhibit the lowest traffic volumes.

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